





Republican Mass Convention.

The republican electors of this city met last evening at the court room pursuant to call and were called to order by S. Ford, jr., of the committee, when on motion, H. N. Comstock, esq., was named chairman, and S. Ford, jr., secretary.

On motion, the chair appointed Messrs. G. S. Strasberger, H. Jackson and H. A. Robertson as tellers, who were instructed to stand at the door and receive the votes in their hands and deposit them in their hats, and to allow none but republican electors to vote.

An informal ballot for mayor was had which resulted as follows:

Whole No. of votes 550; necessary to a choice, 276.  
B. B. Eldridge received 338  
S. C. Burnham received 204  
Scattering, 8

Mr. Burnham here stated that he did not wish a formal ballot as the room was so crowded; when on motion, Mr. B. B. ELDRIDGE was declared unanimously nominated as the republican candidate for mayor.

Before taking a ballot for treasurer, on motion, the chair appointed Messrs. A. A. Jackson; Ira C. Jinks and Chas. C. Church tellers to receive the votes, the first tellers receiving the votes for city clerk.

On motion, a formal ballot was had for treasurer, as follows:

Whole No. of votes, 716; necessary to a choice, 359.  
George A. Young received 446  
Jno. Baxter received 262  
Scattering, 8

Mr. GEO. A. YOUNG having received a majority of all the votes cast was, on motion, unanimously nominated as the republican candidate for city treasurer.

The formal ballot for clerk resulted as follows:

Whole No. of votes 498; necessary to a choice 250.  
F. Barrere received 370  
J. H. Balch received 123  
Scattering, 5

Mr. F. BARRERE having received a majority of all the votes cast was, on motion, unanimously declared the republican candidate for city clerk.

A formal ballot was then had for a justice of the peace—as follows:

Whole No. of votes 466; necessary to a choice 234.  
H. A. Patterson received 344  
John Nichols received 119  
Scattering, 3

Mr. H. A. PATTERSON having received a majority of all the votes cast, was declared unanimously nominated the republican candidate for justice of the peace.

On motion of John R. Bennett, Esq., the chair appointed Messrs. John R. Bennett, Wm. A. Lawrence, G. S. Strasberger, Isaac Howland and R. B. Treat as city committee for the ensuing year, when, on motion, the meeting adjourned.

H. N. COMSTOCK, Chairman.

S. FORD, Jr., Secretary.

SENATOR HOWE.—The speech of Judge Howe in the U. S. senate is receiving warm commendations from the republican press. The Chicago Tribune says of it—"In the course of the debate in the senate on Monday last, Mr. Howe, the new republican senator from Wisconsin, made a judicious speech on Douglas' resolution, in which he remarked significantly that it was strange the information called for by the senator from Illinois as to the state of the forts and the army had not been asked for during the rule of the late administration, and not at the outset of the present one. He did not think it was prudent to publish to our enemies the exact nature and force of our military preparations. The late administration had seen fit to communicate such information privately to the rebels, but the new one would take a more prudent course."

When surrounded by enemies, a soldier should move cautiously and with his visor down.

"Senator Howe will soon prove himself to be one of the ablest men in the senate."

With such men as Mr. Doolittle and Mr. Howe in the senate, Wisconsin will rank high among the best represented states in the Union.

RECEIVING THEIR PUNISHMENT.—The state of Texas is fast reaping the evils predicted from their insane policy of secession. Since the seizure of the forts by the people of the state and the withdrawal of the U. S. troops, the Indians have commenced their depredations anew, burning buildings, stealing stock and murdering families. To add to these calamities, a civil war between the secessionists and loyal citizens is threatened. Gov. Houston, it is said, has asked President Lincoln if it is possible for the general government to protect the state.

This is a sad though natural state of things, and the inevitable result of the folly and madness of the traitors who have seized the local government. If the evils could fall upon the traitors alone, it would be only a merited and just punishment; but in this, as in many other cases, the guilty authors escape while innocent victims suffer the retribution.

CONGRESSIONAL DISTRICTS.—We call attention to the letter of our associate in relation to the proposed arrangement of congressional districts. Mr. Bowen left for Madison immediately on his return from Washington, to aid the representatives from this county in the defeat of this obnoxious arrangement. We took our "sweat" at it when it was first suggested, and now reiterate all we then said. If Rock county is to be punished by the scheming politicians in other parts of the state for her staunch republican character, or overloaded for the benefit of some congressional aspirant in a benighted region of democracy, the loss to the party may be greater than the gain to an individual.

A company of girls have been giving concerts in Manchester, England, charcoal and rigged out as dumsels of the plantation, and have been highly successful. That would hardly take in this country.

The Fort Sumter Question.

A correspondent of ours is much disturbed with the idea that it may be incon- siderable to censure Mr. Buchanan for not relieving Fort Sumter and yet allow Mr. Lincoln to be excusable for taking the same course.

Our correspondent forgets that Mr. Buchanan might, without the least difficulty, have supplied Fort Sumter with troops and provisions for a siege of any length of time, and that it is only in consequence of his delay in doing this that it has now become a difficult and dangerous, if not an impossible undertaking.

Mr. Buchanan, by taking timely measures, might have filled Fort Moultrie with troops, and strengthened it against attacks; he might have garrisoned Castle Pinckney and occupied Fort Sumter with all the soldiery necessary for its defence, and we should in that case have held to this moment the command of the harbor of Charleston. Mr. Buchanan was well aware of this. The exposed condition of Fort Moultrie and Castle Pinckney was fully stated in the newspapers—it was matter of common talk. There was then no objection to the freest communication between the federal government and these forts. Men, provisions, arms, ammunition, military stores of every kind might have been sent to them directly, and the rebels would have had no power to prevent it.

After Major Anderson had evacuated Fort Moultrie and retired to Fort Sumter, there was still an opportunity of reinforcing his new position. The instant he was in Fort Sumter, and before the insurgents had put Fort Moultrie in any condition to do mischief, before they had even got a single gun in order, and before the rebels could have been poured into Fort Sumter sufficient to enable it to hold out as long as the madness of secession lasts. The resolution should have been taken the very hour that the news of the abandonment of Fort Moultrie arrived, and it should have been carried into execution without delay and without notice. Not a drop of blood need have been shed if prompt measures had been taken. Under the circumstances it is not to be wondered at that the suspicion should have been freely expressed that Mr. Buchanan had entered into an understanding with the plotters of the present insurrection.

Now, however, the case has put on a different aspect. The passages to Charleston harbor are under a row of batteries; every headland overlooking them bristles with hostile entrenchments, all of them thrown up since General Scott and General Wool advised the occupation of the forts with a sufficient number of troops. Fort Sumter, in Gen. Scott's opinion, cannot be approached without a bloody engagement. Our correspondent, we hope, is answered.—N. Y. Evening Post.

THE GREAT LAKES.—The first white persons who penetrated into the upper lake region were two young fur traders who left Montreal for that purpose in 1654, and remained two years among the Indian tribes on those shores. We are not informed of the details of this journey; but it appears that they returned with information relative to Lake Superior, and perhaps Lake Michigan and Green Bay.

In 1659 the first white fur traders are known to have extended their traffic to that bay. The first settlement of Wisconsin may be dated in 1665, when Claude Allouez established a mission at La Pointe on Lake Superior. This was before Philadelphia was founded by William Penn.

The first account of a voyage on Lake Michigan was given by Nicholas Perrot, who accompanied by some Potawatomi, passed from Green Bay to Chicago, in 1670. Two years afterwards the same voyage was undertaken by Allouez and DuRoi. They stopped at the mouth of the Milwaukee River, then occupied by Kickapoo Indians. In 1673, Fathers Marquette and Joliet went from Green Bay to the Neenah or Fox River, and descending the Wisconsin, discovered the Mississippi on the 27th of June.

In 1679, La Salle made his voyage up the lakes in the Griffin, the first vessel built above the Falls of Niagara. This vessel was about sixty tons burden, and carried five guns and thirty-four men. La Salle landed her at Green Bay with a cargo of furs and skins, and she sailed on the 18th of September for Niagara, where she never arrived, nor was any news of her ever received. The Griffin with her cargo, was valued at \$40,000. Thus the want of harbors on Lake Michigan began to be felt nearly two hundred years ago, and the fate of the Griffin was only a precursor of many similar calamities since.

TRADE IN FROGS AND SNAILS.—There are two or three articles of commerce in Switzerland which we are sure no Englishman or American ever thought of "trading in," and yet which might be made profitable perhaps, for the marshes bring forth as abundantly there as here. Catholics not being allowed to eat meat on Fridays and various other days in the year, and Catholics being many in the land, all manner of fish are in great demand. Frogs and snails belong to the genus fish, and are collected in great numbers for cloisters, monks being among those who procure, but do not consume, them. It is not necessary to enjoin the peasants to deny themselves meat, they seldom eat it except on Sundays. Snails are fattened in gardens on certain kinds of leaves; one may hear the chattering of their teeth as they eat, in passing by. From Zurich they are exported to Italy in the Autumn. It is only frogs legs that are eaten, and formerly they used to catch them and cut off their legs, leaving the animal to die a painful and cruel death. In a period of four years, the cloister Rheinau disposed of forty thousand snails, and thirty-six thousand pairs of frogs legs.—Cottage of the Alps.

SCARCITY OF CORN IN MISSISSIPPI.—We find the following item of Mississippi news going the rounds:

The board of police of Smith county, at its late meeting, authorized the issuing of bonds to the amount of \$5,000 for the purpose of buying corn for the people of the county, and appointed Maj. John G. Blackwell agent for its purchase. Maj. Blackwell has succeeded in getting a small quantity, and it has been shipped to Lake Station.

Maj. Blackwell writes from Vicksburg to the Barndon (Miss.) Republican under date of March 2d: "I have shipped to-day 3,810 bushels to Lake Station, where I have made arrangements to store it until the corn can be got in. I have been able to get more before I return. I had hard work to do what I have done. Will you do me the kindness to give notice in your paper that the corn is there, and that such as have no money can get it on a credit, well secured, payable 1st of November, according to the order of the board of police."

DISASTROUS.—We understand that a considerable amount of gold, of foreign coinage, has recently been forwarded by a bank in New Orleans to a Philadelphia bank; for the purpose of having it converted into American coin at the United States mint in this city—the reason assigned for transmitting it here, instead of having it coined at the New Orleans mint, being a want of confidence in the latter institution since it has fallen into the hands of the secessionists. This incident is quite a suggestive allusion to the shows how the distrust of the secessionists is felt in the financial circles of the south.—Philadelphia Press.

REPORTED FOR THE DAILY GAZETTE.

BY WISCONSIN STATE TELEGRAPH LINE, Office in Union Passenger Depot.

LAST NIGHT'S REPORT.

(Condensed from the Milwaukee Sentinel.)  
The U. S. senate has adjourned *pro die*. A statement that Fort Pickens had been reinforced came through, but was contradicted in the same report.

A special despatch to the New York Commercial Advertiser says the President has appointed Carl Schurz minister to Spain in place of Cassius M. Clay, who has willingly consented to be transferred to Russia.

Special despatches also state that James B. Lawrence, Washington correspondent of the Philadelphia North American and New York Tribune, has been nominated minister to Portugal.

No action was taken on the proposition to submit the San Juan dispute to arbitration. The subject goes over till the next session, contrary to expectation.

The President made no nominations to fill vacancies in the supreme court.

WASHINGTON, March 28.  
The senate to-day confirmed Carl Schurz minister to Spain.

W. S. Erie, minister resident at Hague. C. M. Clay, minister to Russia. B. M. Palmer, minister to the Argentine Republic.

J. E. Harvey, minister to Portugal. G. O. Fogg, minister to Switzerland. A. B. Dickinson, minister to Nicaragua. E. Jordan, solicitor treasury.

B. F. J. Sherman, Engineer-in-chief of the navy. Geo. W. Lane, Judge of the northern and southern district of Alabama.

Edwin C. Larned, attorney for Illinois. Herman Cox, attorney, and E. R. Glascock, marshal for the middle district of Tennessee.

J. L. Collins, superintendent of Indian Affairs for New Mexico. Surveyors of Customs, J. O. Anthony of New Albany, Ind.; H. F. Cooper, Chattanooga, Tenn.

Thomas McElrath, appraiser, N. York. The following postmasters were confirmed:

L. J. Scripps, Chicago; Charles Hall, Oshkosh; A. P. Miller, Chillicothe; C. S. Fyle, Mt. Vernon; B. Bateman, Zanesville; W. L. Conley, Dayton; T. C. McEwen, Sandusky.

St. Louis, March 28.  
The committee on federal relations in the house yesterday reported the following joint resolution, which passed, 62 against 44:

Resolved, That it is inexpedient for the general assembly to take any steps for calling a national convention to propose amendments to the constitution, as recommended by the state convention.

RICHMOND, Va., March 28.  
The amendments proposed yesterday in the convention were defeated by a vote of 47 to 74.

TO-DAY'S REPORT.  
(Exclusively for the Daily Gazette.)

NEW YORK, March 29.  
A Paris letter in the Times states that the French and English governments are fitting out a powerful fleet of war steamers for the United States. The constitution came from England. France will furnish three first class frigates and the English will furnish, perhaps, the largest number.

Spain is also preparing to send a formidable force to the Gulf of Mexico, though not working in concert with France and England.

RICHMOND, March 28.  
The rumors of the transfer of guns from an arsenal near Richmond to Fort Monroe were the basis of resolutions in the house to-day, protesting against the movement of arms or an increase of armament by the government within the limits of the state. Substitutes to the resolution were offered and long debate ensued, but no action was arrived at.

NEW YORK, March 29.  
The buildings No. 114 and 116 Nassau street, was burnt last night. Loss \$50,000. Special despatch from Washington says that Mr. Wilesey accepts the first comptroller-ship.

There is no truth in the statement that troops have been ordered at Fort Pickens.

WASHINGTON, March 28.  
J. S. Wilson, late commissioner general of the land office, has been returned to his former place as chief clerk of that bureau.

The war department has received the resignation of Capt. J. George of the ordnance department; this it is said is owing to the influence of Col. Craig, chief of the ordnance in having been superseded as superintendent of the Frankfort arsenal.

WASHINGTON, March 29.  
During the late executive session of the senate about 400 nominations were confirmed, nearly fifty of which were sent in to the postoffice yesterday.

The postoffice department under the provisions of the recently enacted law has restored the route between Chicago, St. Louis and Lexington, Mo. The service is to be six times a week.

Genl. Wm. Hickey was elected assistant secretary of the senate. A. Dickens takes his position.

The government has sent to Florida for witnesses in the Armstrong court martial. At a cabinet meeting this morning the threatening events at the south occupied their attention.

NEW YORK, March 29.  
The case of the steamer Rockville has been arranged at Washington, and she positively sails on Monday.

THE MARKETS.  
New York, March 29.  
Flour market less active and 6c lower, sales 55,000 barrels, 3,25a5,30 super state; 5,40a5,50 extra do; 5,25a5,30 super western; 5,40a5,60 common to medium extra do; 5,25a5,30 do; 1,30 Milwaukee club; 1,45a 1,55 white western.

FORT SUMTER.  
The following item, which should have come in our report yesterday, we find in the afternoon report to the Milwaukee papers: CHARLESTON, March 27.  
Capt. Ferguson, of the steamer Planter, who returned this morning from Fort Sumter, reports no preparations for evacuation. Major Anderson was rather increasing the defenses by pouring moulten lead in the crevices of the saltpore, strengthening the stone work, &c. Capt. F. carried the furniture of Capt. Foster from Sullivan's Island to Fort Sumter—indicating no present prospect of breaking up housekeeping.

A MAN WHO KNEW BYRON AND SHELLEY.  
Antonio Jobe, a boatman well known in the harbor of Charleston, was well acquainted with Byron and Shelley. According to a correspondent of the Times, when Byron was in Venice, Antonio entered his service, and was with him a long time. When the author of "Childe Harold" was infatuated with the Countess Teresa, Jobe took occasion to remonstrate with him about some little affair, and was dismissed. Jobe used to sing and sail his boat for Shelley, and warned him against the dangers which so unfortunately terminated his last voyage.

SUDDEN WHITENING OF THE HAIR.—The

question of the sudden whitening of the hair is a disputed one, notwithstanding the numerous facts said to be attested in the affirmative. Physiologists, generally, incline to a belief in the sudden change of color, and many curious theories are advanced to explain the phenomenon.

We have sometimes seen the hair on patients totally change in color, near to the roots, at least, from a black to a silvery white, or even to a bristled red, but our credulity has been spared a stretch by detecting the previous customary use of hair dye, and supposing that during an illness its use was not very convenient. This is, we are aware, spoiling the poetry of the transition, and we would not thus accuse Prisoner of Chillon, who said:

"My hair is gray, but not my youth,  
Nor is it white in a single night.  
As men have grown from golden years,  
But our poetical theory would not account for the change as rapidly as Scott says it can take place."

"Danger! low travel, want and we,  
Not in white in a single night,  
For daily fear can take our life,  
And blanch at once the hair."

The best authenticated instance of sudden whitening of the hair is the following, which has recently appeared in the "Lancet," London Medical Times having asked for authentic instances of the hair becoming gray within one night, Mr. D. P. Barry, staff surgeon at Aldershot, writes the following very remarkable account of a case of which he made a memorandum shortly after the occurrence: "On Friday, Feb. 19, 1859, the column under Gen. Franks, in the south of Oude, was engaged with a rebel force at the village of Chumbla, and several prisoners were taken."

The rebel army, was brought before the authorities for examination, and I, being present, had an opportunity of watching from the commencement, the fact that I am about to record. Divested of his uniform, and stripped completely naked, he was surrounded by the soldiers, and then first appeared became alive to the danger of his position; he trembled violently, intense horror and despair were depicted on his countenance, and although he answered the questions addressed to him he seemed almost stupefied with fear. Within the space of half an hour his hair became gray on every portion of his head, it having been, when first seen by us, the glossy black of the Bengalee, aged about 54. The attention of the bystanders was first attracted by the sergeant, whose prisoner he was, exclaiming, 'He's turning gray,' and I, with several other prisoners, watched its progress. Gradually, but decidedly, the change went on, and a uniform grayish color was completed within the time mentioned."

Medical and Surgical Reporter.

A MELANCHOLY CASE OF DISSIPATION.—The Boston Journal mentions the following sad instance of social ruin resulting from unrestrained dissipation:

Among the tenets of the lock-up on Monday night was a man—a wreck of what he was before he became a prey to his perverted appetite, who, until within a few years, stood in the foremost rank of the medical profession, enjoying a lucrative practice in one of our suburban towns, and surrounded by all the comforts of wealth and social position could give, having yielded to passion for strong drink, has in the space of eight years, squandered a fortune of about one hundred and fifty thousand dollars, and descended to the lowest depths of degradation.

A merchant in New York who had become badly involved, concluded to convey real estate and stocks to one of his clerks who had solicited his daughter's hand in marriage some months before, and whose suit he had then indignantly refused. His resolution having been taken, he "explained matters" to the astonished clerk, who readily fell in with his employer's plans. The property was transferred; the merchant failed, "losing everything but his honor," and the clerk immediately sold the real estate and stocks for what each he could get, and fled to Cuba, leaving the merchant to mourn over the depravity of human nature.

DEATH OF WELL KNOWN CLERGYMEN.—Rev. Joshua Taylor, one of the oldest Methodist







## Chicago and North-Western Railway SPRING ARRANGEMENT.

Trains leave Jauserville:

Passenger Train, for Chicago,	7:40 A. M.
" " " " " "	11:30 " "
Freight Train, " "	7:45 A. M.
" " " " " "	7:50 P. M.
Passenger Train, for Oakbrook,	5:00 P. M.
Freight Train, " "	7:15 A. M.

Trains for Berlin, Bevan Dam, Portage City, Waukegan, La Crosse, St. Paul and all points north-west; for Deloit, Rockford, Greendale, Galena, Danville and points west; tickets for all principal points east and south, for sale at the passenger depot.

H. E. PATTERSON, Agent.

**MILWAUKEE & PRairie du CHIEN RAILROAD**  
way.

CHANGE OF TIME.

Taking effect Monday, January 28th, at 2 o'clock P. M.

Trains leave Jauserville for:

Milwaukee,	11:30 A. M.
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Madison and Prairie du Chien,	3.15 P
Mouroe,	2.60 P
Freight, east and west,	2.80 P
Trains arrive at Janesville from	
Madison and Prairie du Chien,	1.00 P
Milwaukee,	1.00 P
Mouroe,	11.00 A
Freight, from east and west,	3.45 P
Through tickets via the Detroit and Milwaukee, Grand Western and Grand Trunk Railway for sale at all points east.	W.M. B. STONE, Agent.
<b>Galena and Chicago Union Railroad.</b>	
Day Express Leaves Chicago	8.05 A
Arrives	7.05 P
Night Leaves Chicago	8.03 P

This train connects with the New York and B  
east and south. Also connecting at Belvidere are the  
Point, Quincy and Danville, and at Junction of C  
& Q. and G. & C. U. R. R. for Dixon, Fulton, Cent  
lowa and all points on Chicago, Fulton and Iowa line  
Quincy and Chicago Union Railroad, and at Jenevise  
for Milwaukee, Prairie du Chien and all points on t  
Milwaukee and Mississippi rivers, and connect  
& C. Q. for Burlington, Quincy, Hannibal and St. Jose  
Tickets can be procured at the office of this Comp  
in Janesville.

All trains will leave daily except Sunday.  
All train R. T.A.P.C.U., Gen. Superintendent

**New York Central Railroad.**

CONNECTS at Albany with Western & Albany N. Y.  
Central Railroads for Boston and all places in New  
England, and Hudson River road for New York.  
**THE BEST AND MOST EXPEDIENT ROUTE NOW TO THE WEST.**

This road makes direct and close connections at Chi-  
cago with the Michigan Central and Canada road for  
Suspension Bridge, and with the Michigan South-  
east road, with the Lake Shore roads to Buffalo.

**Bags Checked Through from Chicago and**  
**Principal places in the Northwest to New York and**

ton and all Principal Places in the East.  
**Fare as Low as Any Other Route.**  
 Tickets for sale at all the principal Ticket Offices in the West. Also at the Company's office in the American Express Office, Southwest Corner of Lake and Dearborn streets, Chicago. ALLEN BURNETT, Buffalo, N. Y.; SAWYER, Chicago. Gen. Pass. Agent, Gen. Northwestern Agent. dec17/07

**1860 Winter Arrangement. 1860**  
 VIA.  
**Illinois Central Railroad.**  
 On and after Sunday, Nov. 25th, 1860, trains will run to the Great Central Depot, foot Lake and South

Memphis 3.00 P. M., New Orleans in 60 hours from  
 Chicago.  
 Trains leaving Chicago at 9.50 P. M. (Sundays ex-  
 cepted) arrive at St. Louis at 11.50 A. M., Cairo 3.35 P. M.,  
 Orleans in 48 hours from Chicago.  
 Trains arrive in Chicago at 3.10 A. M. and 5.50  
 P. M. (Sundays excepted).  
 Through tickets for all important points south  
 and west for sale at the office of the company in  
 Great Central Depot. — W. R. ARTHUR, Gen. Sup-  
 rintendent. — W. P. JOHNSON, Gen. Passenger Ag't. sep

**Michigan Central and Great West-  
 ern (Canada) Railway.**  
 TRAINS leave the Great Central Depot, foot Lake

Chicago.

6:00 A. M., New York and Boston Express, every  
except Sundays.

8:45 A. M., Cincinnati and Louisville Express, every  
except Saturdays.

7:00 P. M., New York and Boston Express, every d  
7:00 P. M., Cincinnati and Louisville Express, every  
except Saturdays.

⚡ Baggage checked through.

Through tickets for sale at the principal railroa  
from Lake street, and at the General office, corner  
and Dearborn streets, opposite the Tremont Hou  
cup, and at this depot, foot Lake street.

L. J. SPaulding. R. N. RICE,  
Gen. Pass. Ag't M. O. R. R. Su  
apr10t

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ONLY WEEKLY LINE  
**To London, Glasgow and Liverpool**  
AND all the principal cities of Great Britain and  
continent of Europe, calling at London  
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**THE MONTREAL MAIL**  
**OCEAN STEAMSHIP COMPANY**  
first class, full powered, Clyde built steamers,  
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passage and passengers.

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British.....	Grange
British Briton.....	Balant
Anglo Saxon.....	Capt. Be
Novo Scotian.....	Atton.
New American.....	(New).
Canadian.....	
Illerian.....	
Norwegian.....	
Quickest, cheapest and most comfortable sea pas	
On and after the 24th of November, the steamers w	
to land weekly.	
Fare from Chatham to Londonderry, Glasgow or	
pool:	
1st Class, according to State Room,	\$59 and
Storage, found with cooked provisions,	
Returns tickets, 1st class, good for 6 mos,	180 a

from all the principal towns of Great Britain are reduced, by the above steamers or sailing vessels, a reduced rate.

For freight or passage apply to the company's agents, Sable & Seaton, 12 Water St., Liverpool; or to Messrs. Smith, 22 Broadway, New York, or to Messrs. JAMES WARRACK, Grand Trunk Railway Co., apudly, 12 Lake Street, Chicago.

**GREAT VICTORIA BRIDGE**—This immense iron structure, nearly two miles in length, (the longest in the world,) erected across river St. Lawrence, at Montreal, at a cost of six hundred millions of dollars, to connect the eastern and western divisions of the

is now open for public traffic. This road, of 1,100 miles in length is operated by the Canadian Pacific Railway to Portland, Me., and only **ONE CHANGE OF CARS** from Chicago to Mississippi river to Portland or Boston. Quickest, most convenient route for travel between the two Canada and New England. Passengers and baggage through all parts of Canada and England state and sea.

**TO AND FROM CHICAGO AND LIVERPOOL** and the continent of Europe, at considerably rates, by the only regular weekly line of United States and European Mail Steamers, sailing from Chicago every Saturday during winter and Quebec during summer, and from Liverpool every Thursday, during winter.

Londerday every Friday throughout the year.  
 Further particulars apply to  
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 Gen'l West'n Agt, 12 Lake St., CHICAGO  
 WALTER SHANLEY,  
 Gen'l Manager, Montreal.      apr 1891

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 Great Broad Gauge, Double Track and  
 Graph Route to  
**NEW YORK, BOSTON**  
 And all Eastern Cities.  
 CARRYING THE  
 Great Western United States.

**EXPRESS TRAINS** leave Dunkirk, daily, on  
 10 o'clock on the Lehigh Shore Railroad, for  
 East, Cincinnati, Toledo, Chicago; Milwaukee,  
 St. Louis, &c., and through to New York  
 change.

The only route running cars, through from  
 Dunkirk to New York. Splendid ventilated, sleepers  
 run on night cars, the Lehigh Shore Railroad  
 change checked through. Fare always as on  
 any other route.

Boston passengers and the baggage transferred  
 in New York.

Be particular and call for tickets via Dunkirk  
 on the New York and Erie Railroad, which are sold  
 at the principal Ticket Offices in the west.

For freight and bills for shipment of Freight  
 call on the Dunkirk Office for shipment of Freight

to any other route.

### An Express Freight Train

leaves New York daily, making close connections to all points west, and quicker time than any other line.

For Freight Rates, enquire of J. C. Ostrander, 2 Broadway, New York; John S. Donahy, 15 State street, New York; or Jacobson Bros., freight agents, Chicago, under the new Elberon Hotel.

H. E. SAWYER, CHICAGO, Ill.  
Feb 26dtf Northwestern Traveling Agt. Gen.

### Chicago & St. Louis Railroad

ONLY road to St. Louis, Bloomington, Springfield and Alton without change of cars; also, direct to St. Louis, St. Paul, Chicago, and

necton for Peoria, Decatur, Jacksonville, Ill.  
 Two passenger trains leave Chicago daily.  
 Morning Express, 7:15 a. m.  
 Evening Express, 8:00 p. m.  
 Express freight, daily, through in twenty-four hours.  
 B. E. JASON, Gen'l Agent.  
 C. O. WHEELER, Gen'l Freight Agent.

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**Seed Wheat! Seed Wheat!**  
**FARMERS LOOK HERE**  
**BUMP & GRAY** have for sale at their warehouse  
 the best of the Chb Spring Wheat, for  
 "mar24w1m"

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**Fresh Oysters at Wheeler**

CONSTANTLY on hand, the finest Salt  
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